

ROYAL NAVAL DIVISION.
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University Hall and who will serve
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Hongkong Daily Press.

ESTABLISHED 1857.

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號五十六零千八萬一第

日四初月三年辰丙

HONGKONG, THURSDAY, APRIL 6TH, 1916.

四拜禮

號六月四年五國民華中

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Hongkong, 9th December, 1914. 119

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Hongkong, 4th February, 1915. 189

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Hongkong, 4th February, 1916. 170

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TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " " "
10.00 " " 11.00 " "	" " " "
11.30 " " 12.45 p.m.	" " " "
12.45 p.m. to 1.15 " "	" " " "
1.15 " " 1.45 " "	" " " "
1.45 " " 2.15 " "	" " " "
2.15 " " 3.00 " "	" " " "
3.00 " " 3.10 " "	" " " "
HOLIDAY DAYS.	
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 " " 10.00 " "	" " " "
10.00 " " 11.45 p.m.	Every Half-Hour.
11.45 p.m. to 12.45 p.m.	Every Quarter-Hour.
SUNDAY.	
7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " 11.00 " "	" " " "
11.00 " " 12.00 noon	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.00 p.m. to 2.00 " "	" " " "
2.00 " " 3.00 " "	" " " "
3.00 " " 3.10 " "	" " " "
3.10 " " 3.20 " "	" " " "
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JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong 15th June, 1915. 520

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A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED
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Any Orders will be promptly attended to and Estimates sent on application. 173

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HONGKONG, 1st October, 1914. AGENTS. 136

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3.00 p.m.	7.00 p.m.	3.00 p.m.	7.00 p.m.
7.00 p.m.	11.00 p.m.	7.00 p.m.	11.00 p.m.

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Hongkong, 10th July, 1915. 77

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HOTELS

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AND
GRILL ROOM.
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1st February, 1916. 131

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Reasonable Rates.
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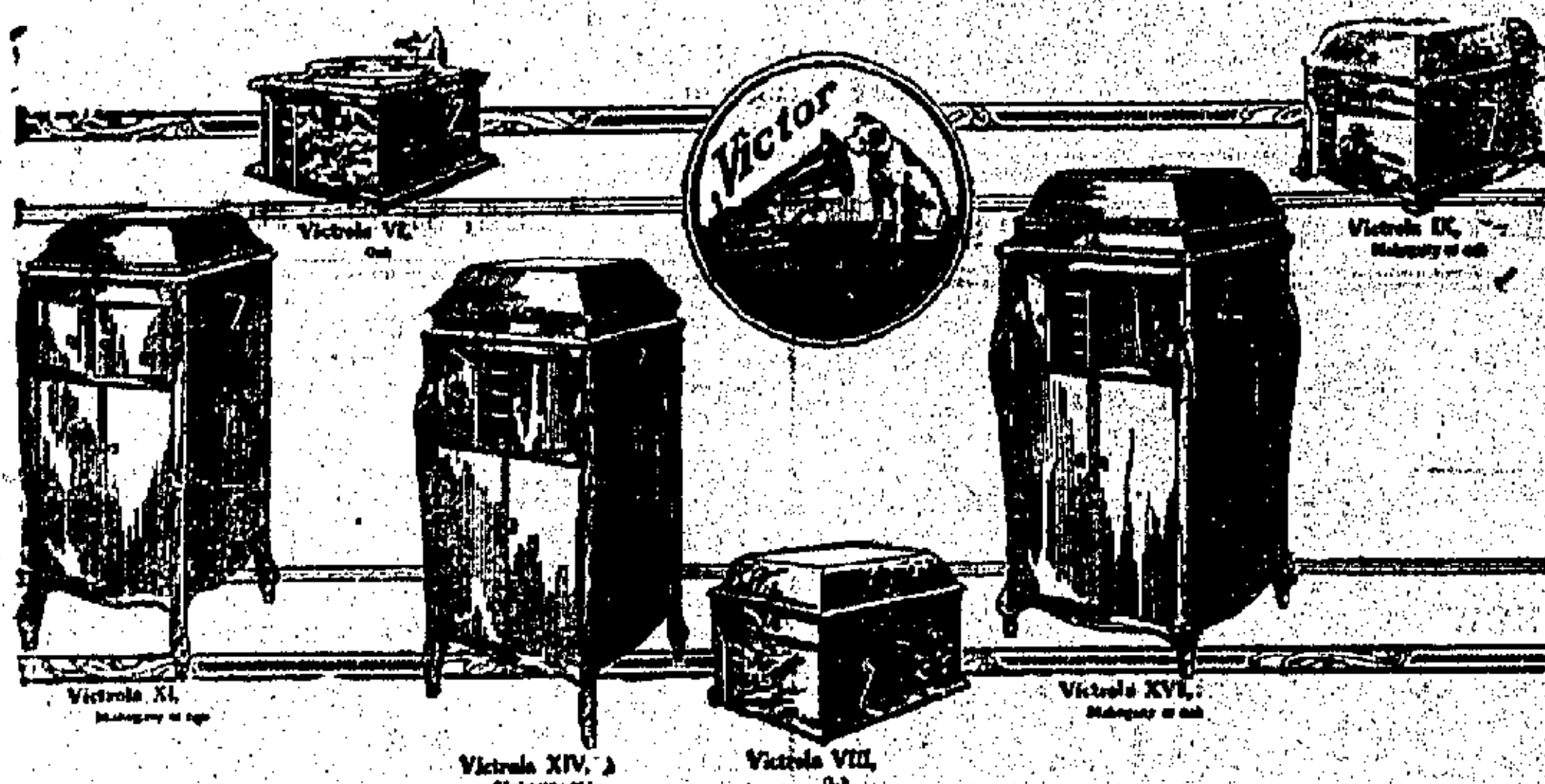
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ESTIMATIONS

VICTROLA

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MOUTRIE'S.

[38-4]

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90, Bonham Road.
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Care of THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 3rd April, 1916. [603]

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LA HACIENDA WEST, 73, THE PARK, for 5 or 6 months, from Middle May.
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Care of DEACON, LOCKER, DEACON & HARRISON,
Hongkong, 1st April, 1916. [498]

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A HOUSE in Knutsford Terrace, Kowloon.
Apply—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**,
Hongkong, 24th October, 1915. [37]

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TWO ROOMED FLATS in Nathan Road, Kowloon.
THREE ROOMED FLATS in Hulsephrey's Buildings, Kowloon.
FOUR ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.**,
Alexandra Buildings,
Hongkong, 28th December, 1915. [277]

POLITICAL UNREST AT SWATOW.
REBEL SUCCESSES.

Our correspondent, writing from Swatow under date March 28th, says:—

THE REVOLUTION.

Things are in a considerable muddle here at present. The defenders of the Republican form of Government are having things pretty much their own way. Chuan An has declared itself anti-Monarchical, and so has Chuan-yang. These are the two most populous towns in the region. Kityang has declared her independent attitude, also, and now Swatow has followed suit. There has been a considerable amount of dislocation owing to the movement of fighting bodies. The anti-Government party seized launches here and there, and the Chuan An-Swatow Railway Co. stopped running trains, so there exists a good deal of chaos. Yet it is a tame affair; there is no fighting and little spilling of blood, the reason being that the mass of the population are either indifferent to it all or are antagonistic to the President. The thinking people speak their minds freely now, and it is quite evident that they are very much opposed not only to a monarchy but also to Yuan Shi-kai as President. The present disturbances are not with a view to give a death-blow to the President's pretensions to a throne, but to render it impossible for him ever to remain President. The people of the South want a new president, and his name is mentioned. His surname is Kihm. At present he lives abroad, as he has been outlawed by the present Government. It would seem that Yuan, having never been converted to republicanism, refused to regard as serious the spirit manifested in South China during the rebellion and represented in the person of Sun Yat-sen—a spirit which was more decidedly pro-republican than we gave it credit for. At present Yuan Shi-kai is in a very anomalous position, for it is argued that when preparing to ascend the throne he had already demitted the office of President. If that is so, it will be necessary to have a re-election. It remains to be seen if he will fight for the position which the southerners maintain he too lightly esteemed.

The officials here are very much out of sight. It is very evident that in the South the officials do not heartily support the would-be monarch. They wonder how the current goes, and go with it.

A later description of the situation contributed by an occasional correspondent at Swatow says:—

Swatow has been embroiled in political tribulation for a week now, and the revolutionaries have had the best of it. On the 27th ult., the revolutionaries, numbering some 3,000 to 4,000 strong, suddenly attacked and captured Chaoyang. When the Swatow military authorities became cognizant of the fact they twice dispatched reinforcements, only to suffer numerous casualties on each occasion. Further reinforcements were then deemed useless, as the rebels tremendously outnumbered them.

Reports speedily circulated that their next objective would be the loyalists stationed at Chaochowfu, after those of Swatow had first been tackled. The assault thus proposed was, however, abandoned, owing, presumably, to the presence in the harbour of a Chinese cruiser, which was moored in such a favourable position that she could prevent any disembarkation of rebel troops. The rebels, therefore, left in great numbers via Kityang for Chaochowfu, which they succeeded in capturing after encountering strong resistance from the loyalist troops there. Brisk and steady fighting was witnessed for a few days, but everything went in favour of the rebels. Reinforcements were sent at once and suffered heavy losses. Soon afterwards it was rumoured that the remnants of the reinforcements had joined hands with the revolutionaries, and Chaochowfu declared its independence on the 30th ult.

On the 31st ult. the rebels arrived here from Chaochowfu, and they made straight for the Tactai's Yamen, which they captured. Here, again, the majority of the loyalist soldiers joined hands with them. The rest were either killed or disappeared. In token of their success a few shots were fired, and, of course, the unexpected report of firing at such a late hour heightened the excitement and fears of the populace. When morning came the Court of Justice was entered and taken possession of by the rebels who, following the same course as in the last revolution, freed some 80 prisoners who were in the gaol adjacent to the Court.

Since that day the port of Swatow has been under military control, and the exodus of residents to safer quarters has taken place. Reinforcements from Canton, which were expected since the 31st ult., have not yet arrived, and it is now reported that the

GERMAN INTRIGUES IN MOROCCO.
FAILURE OF THE "HOLY WAR."

Mr. H. Warran Allen, special correspondent of the British Press with the French armies, writes with reference to the position of affairs in Morocco that long before August, 1914, the Germans had made their preparations for the declaration of a Holy War in Morocco and the overthrowing of the French Protectorate; and the results obtained by German bribery and intrigues up to the end of January, 1915, he describes in the following brief narrative, which is based on official documents and other trustworthy information kindly placed at his disposal.

The ideal at which the Germans were aiming was expressed by one of them in the following terms: "If this war, we must arrange that not a single Frenchman leaves the Shavin alive." For the accomplishment of this simple formula, with the general massacre of civilians, women, and children that it implied, the German plans had been carefully worked out. Every pretender to the Throne of the Sharifian Empire, every malcontent chief, and every religious fanatic were to be provided with money and arms long before smuggled in for the purpose.

German psychology, however, overlooked the fact that French rule by its justice and humanity had gained the respect of the tribes and whilst every effort succeeded in producing a series of sporadic revolts, inevitable in a barbarous country under European rule during a general European war, none really threatened the position of France in Morocco. The French indeed have actually extended their régime in Morocco, the agitation due to German intrigues having compelled them to bring within their territories tribes hitherto unsubdued. Thus in May the Brancas country, north of Taza, was occupied; between April and August the French troops advanced into the Guigo without firing a shot, settling up a barrier between the rebel tribes and the suburbs of Fez. These are only two instances, and many others might be given.

Of all the many pretensions and machinations which have from time immemorial infested the Sherifian Empire, the Germans had chosen out as their special protégé Abdul Malek, grandson of the Emir Abdul Kader, who fought so gallantly against the French in Algeria. He was to be the leader of the Holy War. On March 10th, 1915, Abdul Malek left Tangier for the mountains, but there he promptly got into trouble with some of the local tribes, who held him fast until July. Then, not without paying heavy ransom, he was released and reached the Riata country in the Fez district. There he announced himself as the agent of Turkey, and promised to every would-be rebel arms and ammunition, and the support of Germany and Turkey. But the Moors had discovered that the power of France was still intact, and they turned a deaf ear to his blandishments.

Last December he managed to collect a "holy force," and raided the borders of the Taza district only to call down upon himself a swift riposte from the French. On December 8th the French forces came into contact with Abdul Malek's harka of about 300 horse and 1,500 foot in the Agnawen country. The harka was utterly broken, and most of the Moors, posing it fled to their homes in dismay, while the friendly tribes carried out a successful raid into the enemy's country. On January 27th Colonel Simon captured his stronghold at Suk-el-Had with a considerable booty, and Abdul Malek is now a fugitive in the Rif mountains.

WAR NEWS.

OFFICERS AND INCOME-TAX.

Lord Berosford, is to call the attention of the House of Lords to the unfairness of compelling officers in his Majesty's Service to pay the higher income-tax. Speaking in the lobby, his lordship declared it to be unjust to expect men who are fighting for their country to bear the additional taxation necessitated by the war. "I mean," he said, "that we ask them to pay extra for running greater risk of getting shot, blown up or drowned. Income-tax ought surely to be levied upon them at pre-war rates."

UPRIGHT CORPSES.

The following episode is described in the *Petit Journal*, by an officer who has returned from Verdun:—

It was at daybreak before Hill 298 at Vacherauville, between two small hills in a sort of valley. We perceived about 1,500 ft. away a brown line from which human shapes stood out. The mass was still confused, but no mistake was possible. It was certainly the enemy, who was doubtless preparing for a fresh assault.

Our 75's opened fire at point blank range and we saw numbers of bodies spring into the air. Large gaps were made in the brown mass by each shot, but the attacking column did not appear to move. Some more shots were fired, but the Boches neither advanced nor retired. When day dawned the mystery was explained. The brown mass which our artillery had been shelling was a mass of German corpses. Surprised by our fire the evening before the whole column had been annihilated there in the ravine between the two hills, and the bodies were so closely pressed together that the majority of them were standing upright.—*Reuter*.

troops (1,500 and 8 guns) have been recalled while en route for Swatow. If true, this will help greatly to alleviate the consternation of the public, who awaited their arrival and the consequent hostilities with some anxiety.

The *Wilmington* is in port and the other night when the position was regarded as very critical, she landed several burly marines with machine-guns to guard the various consulates. The foreigners are kept well informed by their respective consuls as to the situation, and in the event of any emergency arising, signals will be displayed by the *Wilmington*, both by day and night.

On the night of the 1st inst., the Bank of China was entered by the revolutionaries, who got away with about \$40,000. We hope there will not be any re-occurrence of disorder and we look forward to the day when political troubles will vanish and peace will be restored.

A DUTCHMAN WITH THE ENEMY.

GROWING ECONOMIC DIFFICULTIES.

The following is an article by a correspondent of the *Amsterdam Telegraph* who has recently visited Germany and Austria:—

From Munich we journeyed to Vienna. There was no tram, taxicab, or cab at the station. A few five or six-horse-drawn carriages, but these were immediately secured by travellers in advance of us. In a huge provisioner's rattle-trap of an omnibus we went to the hotel—that is to say, to the Opera, the rest of the way we had to go on foot. In the hotel we were told that this had been the state of affairs since the beginning of the war and that of about 4,000 taxicabs in peacetime only some 100 remained. The tariffs are enormous. The street illumination is pitiful. We arrived in Vienna just about the time that the expedition to Serbia was in full swing. It is not to be denied that this produced some optimism. Evidently inspired newspaper articles took care that the public should cherish all sorts of expectations from the setting free of the Danube and the connection with Turkey. Nearly every one said that now grain would come in in abundance and soldiers also (millions of Turks), and further, that they would not certainly go to seek the English at the Suez Canal. The people seemed to be led systematically into the error that the end of the war was now only a question of a couple of months, for the only country that kept it going was England, and when she was hit in her heart (Suez Canal) she also would make the best of a bad bargain.

Much female labour is employed in Vienna. I saw women doing the hardest navies' work and busy as street cleaners and tram conductors. Public life, speaking generally, seems to go on in the usual way. The theatres are crowded. Naturally the feminine element is far and away predominant. One does not see much mourning worn, and by go by externals one would think, sitting in a theatre, that there was no war at all. There is something inexplicable in the psychological attitude of the people.

IN BUDAPEST.

From Vienna we made a day's motor-car excursion into the country in the direction of Budapest. It cost the small tribe of nearly £14. On the way we passed many trains with all sorts of newly called up troops not yet in uniform. Many Russian prisoners were working here and there on the railway line. In Budapest itself we took a small carriage with a Hungarian coachman who understood German. I remarked to him that his horse was frigid, fully thin, its harness protruded right and left, and asked if the animal could hold out more than one more day. His answer was one unbroken lament about the economic situation. "My little horse," he said, "is one of the best in the town, but what wonder when the beast cannot get anything to eat. It does not get a quarter of the hay which it needs daily. If you ask for 200 lb. of straw you get 40 lb." You could see that the carriage was one which had had rubber tyres and I asked him therefore how it came that these were off. The answer was, "Oh, they were worn out and new ones are not to be got except at fabulous prices and indeed not even then."

For the rest, the man was happy that he had this horse at all, for nearly all the horses had been requisitioned. He spoke of the very bitter poverty which he suffered as the result of less work and dearer provisions. A boy went by with a packet of papers under his arm calling out something or other in Hungarian, and I noticed that the town was being beflagged. I thought that the report of some success in Serbia must be in circulation and asked the man, "What's it all about?" With a shrug of the shoulders he answered, "Oh, God knows. It is said that we have obtained a victory, but whether that is true—God knows what purpose the gentlemen have, we the small folk know nothing at all about it. They take good care of that."

After visiting Prague we returned to Gormany via Dresden. This was the only place during the whole journey where we got sufficient to eat at the midday meal. Certainly we had to pay a higher price. A Dutch shopkeeper from whom I bought some cigarettes said when asked what he thought of the blockade policy of the British Government, "Oh, even if it does not succeed can things be worse than they are at present?" He gave some examples of the dearth of fat and the impossibility of getting it. Rice was shamefully dear and what one got was according to him, chicken-liver. Against him, personally, as a Dutchman, the feeling had been very bitter.

In Leipzig the situation was precisely the same as in Dresden and other towns, and nearly all that we had observed as to the economic views was confirmed here.

PETROL DIFFICULTIES.

In Leipzig my attention was attracted for the first time to something which I certainly noticed later in Hamburg, and Hanover. The quality of the petrol appears to be so thoroughly bad that the motor-cars and taxicabs cannot be got to move except with the assistance of a better kind of benzine, which the driver carries with him in a small bottle. Once the car is in motion it goes all right. Here, also, were various motor-cars without pneumatic tires, but with wooden, so-called "tollgummi," tires.

We stopped in Berlin for some four days. Private motor-cars no longer run there. One of them states that on account of want of string packets cannot be tied up, and the other that small parcels cannot be sent home owing to lack of employes. Women work as conductors on tramways and on the underground railway, and I saw 20 or 30 women with spades and other implements digging at the works connected with the new railway tunnel under the Fried- richstrasse.

HONGKONG VOLUNTEERS.

CORPS ORDERED BY LT.-COL. A. CHAPMAN, V.M.

LEAVE.

1.—Sergeant J. H. Ramsay is granted leave of absence from 6th April, 1916, to 6th June, 1916.

MUSKETRY.

1.—The following (as well as any others who have not completed their Musketry Course for 1915/16) will attend at King's Park at 2.30 p.m. on Saturday, 8th inst., to fire:—Trained Men's Course—Pte. G. Miskin (Scouts Co.), Recruits' Course—Ptes. P. Burn (Scouts Co.), Hurle, Ogley and J. Rodrigues (Signalling Section). Corp. Grinck, R.E., will attend and N.C.O.s of units having men firing will attend to assist him. Uniform (drill only) to be worn. Two members of the Signalling Section will attend for telephone duty.

KING'S PARK RANGING.

3.—This Rango is allotted to the H.K.V.R. on the following dates:—10th, 12th, 17th, and 18th April, 3 to 8 p.m.

PARADES.

4.—Parades for to-day.
7.00 a.m. and 5.30 p.m. Members of Signalling Section and other Signallers, as detailed in Signalling Section order, dated 2nd December, 1915:—Morse flag and Morse lamp practice at Headquarters.
5.15 p.m. N.C.O.s of Scouts Company—Special drill at Headquarters under Sergeant-Major Higby.

DETAIL.

5.—On duty to-night: Scouts Company, Orderly Officer until to-morrow morning—Lieut. Kenneth.
Next for duty.—H.K.V.R.

G. F. STEWART, Capt., Adjutant, H.K.V.O.

HONGKONG POLICE RESERVE.

ABSENCE FROM PATROL DUTIES.

The following Order is issued and will be enforced as from 5.50 p.m. on Thursday, April 6th:—

No excuse of any kind will in future be accepted for absence from, or unpaid duty in attending Police duty, unless intending absentees (a) obtain the certificate of the Surgeon Superintendent or such other emergency medical certificate as the Surgeon Superintendent may subsequently deem sufficient, or (b) provide an efficient and unpaid substitute.

Absentees failing to comply with the above requirements will without exception be dealt with and punished as defaulters as a matter of course and without further enquiry.

ROUTE MARCH.

All ranks and Units, except Maxim Gunners, will parade at Central Station on Friday, April 7th, at 5.30 p.m. sharp. Uniform with helmet.
All Patrolmen, except Water Police, for that night, will attend. In the event of the Parade being cancelled by reason of the weather, Patrolmen will report for duty.

MOUNTED PATROLS.

All Troopers will report in Uniform at Stables at 4 p.m. on Saturday, April 8th, for traffic duty.
They are required to attend at the King Edward Hotel at 7.45 p.m. the same evening.

PROMOTIONS.

The Hon. Captain Superintendent sanctions the following promotions:—Sergeant Kwok Yik Kuen to be Crown Sergeant, vice Crown Sergeant Peter Wong, appointed Company Sergeant-Major; P.O. Young Tak-Hing to be Sergeant.

F. C. JENKIN, D.S.P. (R.)

An acquaintance told my wife that when rice was still to be got it cost 1s. a lb., but that at present it could not be obtained, neither could brown beans, nor lentils. The amount of bread that she received was sufficient, but as she did not get enough from a baker for a flour-card for a child of six months who lived in her house.

DISTRICT HAMBURG.

At Hamburg the results of the war are extremely noticeable. The whole harbour, as well as everything connected with it, is lying inactive. The heavy goods traffic in the streets is a thing of the past. Very few motor-cars are obtainable. Speaking generally, "little and dear" was the dominant note in the city. Dutch acquaintances confirmed the fact that the Germans were very depressed.

The impressions made by Bremen and Hanover were in no respect different. No "hurry" feeling—a desire for the end, complaints about the many dead and suffering, and the cost of living. From Hanover we went to Münster. A tour in a motor-car showed us that there was a deficiency of men in the agricultural industry. I have known Münster for about 15 years, and noted at once the enormous change which the Corps of Officers had undergone. Very few of the professional officers are left; their place has been taken by civilians in uniform. In reply to a remark made by me to one of my relations on this point, I was told, "Most of the others have fallen or have been wounded." Public feeling would appear to have changed enormously. An acquaintance who wrote to me last year, "Next week we go to Calais," asked me now with an anxious expression, "When will the end really come?"

My final conclusions with regard to this journey are that a great part of the working people are suffering from hunger, and that the economic situation is unfavourable and is becoming worse every day. Although it is believed that resistance can be offered to it by the German spirit of organisation, the prosecution of the plans of the Allies will produce a critical situation. The feeling becomes daily more "down," and people are asking "What are all these victories giving us? We are gaining a victory every day, but obtain no advantage from it—on the contrary." I am fully convinced that Germany and Austria must lose both from a military and an economic point of view, provided that the war is prosecuted thoroughly by the Allies.

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MITSU BUSSAN KAISHA

HONGKONG.

F.O.O. TOKIO, JAPAN.

VISIT TO THE "CHIYO MARU."

(CONTINUED.)

Inside our land-locked harbour, scarcely visible, but just outside long billowing hills, each one seeming larger than the last, and still a long 15 miles to Lemaud. Pitching as if in an intoxicated sailor, we reach Waglan, whose lofty altitudes could not send its beams far enough through the fog to warn the *Chiyo Maru* of her danger; and then rolling, roll across the swell, due south to Lema. A minutes' respite while we turn west to mine a derelict and waterlogged junk, painted red just above the waves still trying to show her the way to safety, then we move across the swell, until at last our little craft brings us safely into Joss-house Cove in company with a derelict and a Japanese tramp. As after the darkest darkness, dawn, so after misery, peace and life. The land-lubbers on board cheer up and forget the terrors of the last hour. Even the official photographer (Chinese) looks a shade less green. We are in a cove on the North of Lema, protected by a jutting headland from the swell, and after a while the more adventurous determine to brave the perils of the deep again and go round to the wreck by sea, two prefer the overland route. We are told it is an hour and a half's stiff climb to the top, but constant traffic from the wreck to the sheltered cove just over the ridge has in three days worn a clearly defined path through the undergrowth and over the rocks. In less than half-an-hour we stand on a ledge of rock, perhaps 150 feet high, and right below us lies almost the saddest sight a man can see—a great ship in her death agony.

Broadside on the lies to the heavy swell which is pounding the life out of her. For quarter of a mile before she struck she must have been within 100 yards of the rocky island coast, which just at that point shoots out a long headland to the south, and then she hit the rocks within a few feet of the apex of the triangle thus formed in the coast-line.

What a terrible picture! Grim towering walls of rock going sheer down into the sea, and, at the bottom, the great liner held fast. A few feet in front of her bridge a great gap shows in her deck and sides, where constant pounding has finally broken away the whole after-part from the bows. Through the gap can be seen the sea water surging to and fro. With every swell the after-part rises and sways a few yards towards the cliff, the bows remain immovable. Then, when the backwash comes, rises a horrible moaning gasp, as far under water the cruel rocks tear and rend her battered hull. A more pitiful sound cannot be imagined; it is the groaning of a lost soul, a soul in the tombs of hell. On deck few signs of life are visible. One or two native seamen are packing odds and ends; a Chinese is actually sweeping the bridge. An officer comes out and inspects that dreadful gap in the fore deck which seems to widen even while we watch, and then goes back to his lonely and perilous vigil. Right in the point of the triangle are a few yards of rocky beach, where those that are left of the crew have made an encampment, going to and from their ship in a cradle along a steel hawser. Here, with their captain and officers, they passed the night, waiting for the end—either salvage or total destruction for their ship.

The *Chiyo* herself lies with her stern very low in the water, hundreds of tons of water having been let into her after-holds to make her less buoyant in the swell. Her after-wall and lower decks are swept by the waves, and on the starboard side a boat hangs down forlornly from one davit. All round her the sea is black with a slimy film of oil; the oil-fuel tanks are said to have burst at the first impact.

The sea is still too high for any salvage work to be undertaken, and only a patrolling destroyer and our own launch are in the offing.

We have seen all we can; and sadly retrace our steps to "Joss-house Cove." So back past Deep Water Bay and Aberdeen, with the swell following us this time, and past Green Island, and then the winking eyes of the searchlights warn us that we are only just in time to get into Harbour before the official night bars our entrance.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP.

APRIL 2ND AND 3RD.

Mr. E. Gollard	60-13	77
Mr. A. B. Raworth	59-12	80
Mr. A. B. Stewart	60-4	86
Mr. G. Tisdall	58-11	87
Mr. E. Carmichael	104-16	88
Mr. C. B. Johnson	95-6	89

46 Entries

THE "CHIYO MARU" DISASTER.

PART OF LINER SUBMERGED.

The latest information available yesterday concerning the situation of the *Chiyo Maru* was that she had been broken completely in half just by the bridge, and that one side of the ship, from the after funnel to the stern, was submerged. The stern portion of the ship is held by a rock below the after funnel, which is acting as a kind of pivot. The fore part of the vessel is still firmly held. The ship may remain there indefinitely, it is thought, or she may turn completely over and sink at any moment.

The Captain and all the remainder of the crew have been brought back to Hongkong.

FOUR DAYS ON A ROCK.

STORY OF "CHIYO MARU'S" SURGEON.

Dr. E. C. Houston, the surgeon of the *Chiyo Maru*, in the course of a conversation with our representative, gave a graphic description of the crew's terrible ordeal on the rocks from Saturday to yesterday, when they were taken off.

"Friday night," said the doctor, "a gale sprang up, accompanied by heavy seas, and the position was so threatening that the Captain ordered the crew to leave the ship and take refuge on the rocks. A ladder was placed across a space between the bows of the ship and a ledge of rock, but this was so oily and greasy that it was exceedingly dangerous to venture across. I myself saw two Chinese fall off, and they were drowned. The water thundered up against this rock, and threatened to pull me off, while the thick spray wetted me through and through. I sat on this ledge for about eight hours, expecting every moment to be torn off and carried into the sea. I had to hold my hands before my face to keep the spray from blinding me."

"On Sunday morning I returned to the boat, but the First Officer would not let me remain. I went to my cabin and changed my saturated clothing, and was then pushed across along a sort of tramway from the ship to a larger strip of rock. We were carried along a cable from the ship in a basket, a distance of about 150 feet, and it was about as exciting as taking an overhead trip across the Niagara Falls, for the sea was tossing and fuming beneath. I think I was the first white man to go across. Once we got on to the rock we were safe. There we were, all huddled up together, as strange an assortment of humanity as mind could conceive. There was no room to lie down and sleep even if we felt inclined to do so, and all the while we were raining. Provisions were sent across from the ship by way of the cable and we had to eat on that score. We remained there until we were taken off at 11 o'clock this morning, when British sailors let down a long rope ladder from the top of the cliff. We had to climb pretty nearly 250 feet up this ladder to safety."

WEDDING AT ST. JOHN'S CATHEDRAL.

DR. W. B. A. MOORE-SISTER E. KENNY.

The marriage was solemnised at St. John's Cathedral yesterday of Dr. William Brownlow Ashby Moore, Assistant-Superintendent of the Government Civil Hospital, to Miss Eileen Kenny, one of the Nursing Sisters at the Hospital. There was a large attendance of friends and acquaintances at the Cathedral. The ceremony was performed by the Rev. V. H. Copley Moly (Chaplain), and Mr. Denman Fuller (Chaplain). The bride, who was given away by the Hon. Mr. David Landale, was attired in a dress of white chiffon and silk, with flounces of white pleated chiffon, and white silk hat trimmed with roses. Mrs. Landale was attired in a beautiful creation of Royal blue chiffon over white, with hat to match, and her little daughter, Miss Gray, wore a pretty dress of white cloth and silk. The bridegroom was supported by Mr. J. W. Franks as "best man."

After the ceremony a reception was held at the residence of the Hon. Mr. and Mrs. Landale, East Point. Among the guests were Dr. and Mrs. Gaister, the latter being attired in a smart white silk costume, with white hat and blue plume; Dr. Ferguson, B.N.; Professor and Mrs. Kenelm Digby, Mrs. Digby wearing a smart brown coat and skirt and brown hat; Dr. J. T. C. Johnson (Principal Civil Medical Officer), Mr. and Mrs. E. V. Carmichael, the latter dressed in a white cloth costume, and white hat; Mrs. Gibson, in pink silk dress, and hat to match; Mrs. Smalley, in blue costume; Miss Maker (Matron of the Government Civil Hospital), who wore a blue costume and black hat, with white wings; Miss Gorman, in hat with white veils and white hat, trimmed with white roses; Miss Kelsey, in a dress of white rose silk, with hat to match; Miss Chettle, in a dress of pale Saxblue voile and silk, with white hat, trimmed with pansies; Miss Gilling, in spotted blue voile, and white hat trimmed with blue; and Miss Benson, in figured voile and costly. Among those of a public nature was an English silver tea service, with spoons and plates, given by the Hospital Staff.

Dr. and Mrs. Moore left by the *Empress of Japan* for the honeymoon, which is to be spent in Japan.

ALLEGED MISCARRIAGE OF JUSTICE.

SUSPENSION OF AN ENGINEER'S CERTIFICATE.

Before Mr. F. A. Hazeland (Spendiary Magistrate), Commander F. Gibson, R.N., Lieut.-Commander R. McMurray, R.N.R., Commander W. Davison, R.N.R., and Mr. F. J. W. James, marine engineer, of Messrs. Butterfield & Swire, at the Marine Court yesterday, the re-hearing was commenced of the investigation into charges of misconduct preferred by Captain Prichard, of the *Wollawa*, against the late Chief Engineer of that steamer, Mr. Warren Smith. At the original hearing the Court found defendant guilty and ordered his certificate to be suspended for a period of six months.

Mr. H. W. Looker appeared for the complainant, and the Hon. Mr. H. E. Pollock, K.C. (instructed by Mr. Preston), represented the defendant.

Mr. Pollock raised a preliminary objection that two members of the present Court formed part of the original Court, which had come to a certain decision upon the evidence then before them, and had full jurisdiction and competence upon that decision on the facts to pass sentence, but not, he submitted, the sentence it did pass, of the suspension of the Chief Engineer's certificate. The previous Court had come to a decision on the facts, and it was rather asking too much of human nature to expect the two members now forming part of the present Court to reverse their decision. His solicitors had received a letter from the Crown Solicitor stating that H.E. the Governor had directed a re-hearing of the case against the defendant, because in the previous case "a miscarriage of justice might have occurred." In the re-hearing consequently, he argued, the defendant should be in the same position as when the original hearing took place, and that he should not be placed in a less favourable position. His point was that the defendant had not been given, as was required under the Ordinance, a statement of the nature of the charges preferred against him before the first hearing, and therefore the Court had no right to suspend his certificate. It would be a very extraordinary way of remedying a so-called injustice to put him in a less favourable position than in the first instance. He submitted that it was absolutely illegal and contrary to all precedent to serve a man between the original hearing and the re-hearing with such a notice.

The President—If the notice had been served at the proper time before the original hearing, would it have been sufficient for the purposes of the previous Court?

Mr. Pollock said he would not like to make a definite admission on that point because some question might turn on it. His contention was that if they had a re-hearing it must be on the same lines and under similar conditions.

In answer to the President, Mr. Pollock said he could not say the fact of the presence of two members of the original Court on the present Court was illegal, but it was certainly a great hardship. It would be different if there was some important new point of law to be considered which might, owing to the defendant not being represented, have been overlooked in the original case.

Mr. Looker said it would seem that his friend had whittled down his objection to a complaint that it was a great hardship. He did not see how that affected the regularity of these proceedings. The Legislature had contemplated an even greater degree of hardship than in the present case, for it conferred powers on the Governor to order a re-hearing with exactly the same Court. He thought that as it had been put forward as a hardship and not as a legal objection they might as well dismiss it from their minds. It was a matter that his friend could make use of if he cared in addressing the Court. The Court was perfectly regularly constituted under the provisions of the Merchant Shipping Ordinance. As to his friend's other point in regard to the statement of charges, he considered that that might be taken as having been waived on the last occasion. Defendant knew perfectly well what the charges were before he came into Court. The whole facts were read over to him and he admitted them all in Court with one exception, and he then started proceedings in the Supreme Court which were based on the fact that he had not been told of the charges which had been made against him, when as a matter of fact he admitted them to the Captain, the Chief Officer, the Superintending Chief Officer and in Court.

Mr. Pollock said the document could not

now be used for asking this Court to suspend the defendant's certificate. The re-hearing must be under exactly the same conditions as those which prevailed at the original hearing.

Mr. Looker contended this was a re-hearing *de novo*. This was a new Court and it had the power to cancel or suspend the defendant's certificate. He had now been served with a statement of the charges made against him.

Mr. Pollock said this was not a new hearing. The sentence of the previous Court was still in operation. They could not say that nothing had transpired previously.

Ultimately it was decided to reserve the decision on the points until after the evidence, and Mr. Looker proceeded to outline the nature of the charges which were preferred against the defendant, which are, briefly, that while the steamer was loading cargo in all four hatches in the river off Raigon and with steam in the boilers the three European engineers were all ashore and the engine department was left in the entire charge of a Chinese, who was shipped as fourth engineer. The Captain informed the Chief Engineer on his return to the ship that he could not allow the whole of the European engine-room staff to be ashore at one time, particularly when working cargo in all holds, and that one British engineer must be on duty when steam was in the boilers. When the Chief Engineer got this letter he saw the Captain, said he considered the Chinese was quite good enough to look after the engines in the circumstances, and that he would go ashore and the Captain could "do his damndest." He said the Captain had no control over the engine-room staff. He admitted all this except that he said the Captain could "do his damndest." The Captain later issued an order that if the engineers desired to go ashore they must get the permission of the Chief Officer. When the vessel returned on Hongkong on the 8th February defendants went ashore without asking permission. The Captain thought it necessary in the interests of all concerned that these definite orders should be given to the engine-room staff. The case would not have arisen but for the attitude of the Chief Engineer. He thought the Court would come to the conclusion that he had been guilty of gross misconduct, prejudicial to the discipline of the ship.

Evidence was then called. Captain Prichard, in cross-examination by Mr. Pollock, admitted that it was a most unusual thing to give an order for a Chief Engineer to ask permission of the Chief Officer to go ashore. He had never given such an order before, and he hoped he would never have to give it again, but when a man defied him as the Chief Engineer did he thought it was the right thing to do.

Mr. Pollock—It was a degrading order. Captain Prichard—It was. No-one expects the Chief Engineer to ask permission to go ashore except on occasions like this. Witness, in answer to further questions, said they came up from Australia with four white engineers. He admitted that the Chinese engineer taken on in his place took a regular watch. He was a good man, but he did not think the man was fit to be left in charge. The Chief Engineer was on duty at hand when the Chinese was on duty. He did not mean by that that the Chief Engineer was "tied outside" him, but he was in his cabin. Witness said he did not compare a Chinese with a white man, and that was what Mr. Pollock was trying to do.

Mr. Pollock—But the Chief Engineer surely is the best judge of an engineer's capability—I don't care about that. I am the man responsible for the safety of the ship to the owners and not the Chief Engineer. I do not consider a Chinese is a fit man to leave in charge of the engine-room while steam is in the main boilers. I object to a Chinese being left in charge, Mr. Pollock—That is merely prejudice against the Chinese, is it not?—You can call it what you like. I will not trust a Chinese.

Do you think a Chinese would not be equal to any ordinary emergency?—I'd like to see a Chinese in an emergency. They have got a lot of nerve! Mr. Pollock—Some would say the Chinese have no nerve.

By Mr. James—If the Chinese engineer were certificated would you still take up this attitude?—Oh no, certainly not. I have no grudge against Chinese at all. If the Chinese had a second engineer's certificate it would be a different proposition altogether.

In the event of an accident to the machinery during the absence of the three European engineers the Chief Engineer would take the responsibility of having his certificate dealt with through neglect in leaving it in charge of a Chinese?—Oh yes.

Is it not the custom when permission is required to go ashore to obtain it direct from the Captain?—Yes, when he is on board; if he is not, then from the Officer-in-charge.

In your letter you say that the permission of the Chief Officer has to be obtained. Does that mean at all times, or only when you are absent from the ship?—Only in my absence.

Did the Chief Officer and the Chief Engineer get along together pretty well?—Yes, as far as I know.

You have no reason to believe, I suppose, that one of the engineers asked leave to go ashore it would be withheld?—No. The hearing was adjourned till this morning.

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HONGKONG TO CANTON. | CANTON TO HONGKONG.

THURSDAY, 6th APRIL, 1916.		8 a.m. HONGKONG. 10 p.m. FAIHSAN.		8 a.m. HONGKONG. 10 p.m. FAIHSAN.	
FRIDAY, 7th APRIL, 1916.		8 a.m. HONGKONG. 10 p.m. FAIHSAN.		8 a.m. HONGKONG. 10 p.m. FAIHSAN.	

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. FAIHSAN, Tons 2,000. HONGKONG TO MACAO. Week days at 9 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Saturdays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 9th APRIL, 1916. The Company's New Steamship "TAISHAN" Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return to Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. SUI TAI, Tons 1,651. S.S. FAIHSAN, Tons 2,000. HONGKONG TO MACAO. Week days at 9 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Saturdays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 538 tons, and S.S. NANNING, 583 tons. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAS and SANUL. These vessels have superior cabins, accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mission (First Floor), opposite the Blake Pier.

ON SALE.		ON SALE.	
RATES OF EXCHANGE AT BOMBAY For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Daily Approximate Average for 25 years From 1874 to 1900.		HONGKONG HANSAID REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1915. REVISED BY THE MEMBERS.	
PRICE 25 CENTS.		PRICE 25 CENTS.	
On Sale at the Daily Press Office of Local Bookellers.		DAILY PRESS OFFICE. Hongkong, 25th February, 1916.	

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB.
TENNIS TOURNAMENT.

MIXED HANDICAP DOUBLES—Mr. and Mrs. NISBET v. Mr. HANCOCK and Mrs. MOXON. 4.45 P.M. TO-DAY (THURSDAY), 6th April, on the CENTRAL STAND COURT. Seats 20 cents Members, 50 cents Non-Members.
Hongkong, 6th April, 1916. [517]

TO LET.
From 1st May.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—**SHEWAN, TOMES & Co.**
Hongkong, 6th April, 1916. [418]

WANTED—IMMEDIATELY.

COMPETENT EUROPEAN First-Class Ship's STEWARD for Pacific Run. Good references required as to character and experience in catering.
Apply personally to—**JAVA-CHINA-JAPAN LINE**,
York Building.
Hongkong, 6th April, 1916. [519]

WANTED.

A MAN capable of taking entire charge of **FURNISHING DEPARTMENT** at our House in TIENTSIN; he must have a thorough knowledge of the Trade in every Branch, estimating, designing, overseeing of Factory, etc. A permanent berth with agreement to suitable man.
Apply with full particulars of experience in first instance to—

Mr. VINE,
Manager,
Messrs. HALL & HOLTZ, Ltd.,
Shanghai. 520

THE 6% INTERNAL LOAN OF THE 4TH YEAR OF THE CHINESE REPUBLIC (1915).

THE PUBLIC ARE HEREBY NOTIFIED that the Second Payment of the 6% Internal Loan of the 4th Year of the Chinese Republic (1915) will fall due on the 12th of April of this year. The detailed regulations governing the payment of interest of the said Loan have been published in the *Government Gazette*. Pamphlets containing these regulations may be obtained on application to the establishments authorised for the payment of interest. The following is the summary of the regulations:

1. Payment of interest commences on 12th of April, 1916.
2. Organs in China authorised to pay interest:—
 - a. All Magistrates' Yamen.
 - b. The Head and Branch Offices of the Bank of China and of the Bank of Communications.
 - c. The reliable agents of the above-mentioned two Banks.
3. Organs in foreign countries authorised to pay interest:—
 - a. All Chinese Legations, Chinese Consulates, and all Offices of the Chinese Resident Commissioners.
 - b. Branch Offices of the Bank of Communications. In foreign towns where no such branches exist, foreign banks are authorised to pay interest.
 - c. All Chinese Chambers of Commerce, Guilds and Public Organs organised by Chinese.
4. Method of claiming interest. When claiming interest, the bondholder must cut down the matured coupons and present them at any of the above-mentioned organs. The said organs after examining the coupons will then pay interest and keep the coupons so paid. But the holder of \$1,000 bonds or \$10,000 bonds must not cut down the coupons themselves, as the said bonds must be examined first by the organs concerned. The matured coupons can be used as cash in payment of land tax. The interest of the coupons is expressed in term of "big dollar," and if it is required to be converted into taels or copper cash, then the rate of exchange for different districts will be fixed and posted in conspicuous places by the various Financial Bureaux concerned. The cancelled coupons (No. 1) of each bond must be cut down at the time when the coupon No. 2 is presented for payment in cash or in payment of land tax, and to be handed over for cancellation together with coupon No. 2. The Public are requested to read the detailed regulations governing the payment of interest which are obtainable at any of the authorised organs above mentioned.

By Order,
THE BUREAU OF NATIONAL LOANS. 521

NOTICE.

THE NATIONAL BENEFIT LIFE & PROPERTY ASSURANCE CO., LTD.
(Established 1890).

THE Undersigned, Agents for the above Company, are prepared to issue Policies against **FIRE RISKS** at Current Rates on approved Foreign and Chinese Properties in Hongkong and Macao.

BOPELHO BROS.,
Alexandra Buildings.
Hongkong, 5th April, 1916. [514]

NOTICE.

DURING Mr. LAURENCE's absence Mr. F. W. S. EVANS will be in Charge of the Hongkong Branch of our Business.
CALDECK, MACGREGOR & Co.
Hongkong, 6th April, 1916. [513]

NOTICE.

WE HAVE This Day admitted Mr. CLIFFORD EDGUMBE a Partner in our business of Ship, Freight, Coal Brokers and Commission Agents.
SNOWMAN & Co.
Hongkong, 1st April, 1916. [504]

NOTICE.

ALL Persons having Claim against Mr. KARL DETMERS, of Messrs. RADCKE & Co., or against the Firm of Messrs. RADCKE & Co. are requested to file same with the Liquidators before the 5th April, 1916.
BRADLEY & Co., Ltd.,
Liquidators.
Hongkong, 24th March, 1916. [468]

INTIMATIONS

HONGKONG TENNIS LEAGUE 1916.

ENTRIES for above League close April 6th.
If sufficient entries there will be 1st and 2nd Divisions.
Secretaries are asked to state which Division they enter for.
Dr. F. LINDSAY WOODS,
Alexandra Buildings,
Acting Hon. Secretary.
Hongkong, 3rd April, 1916. [506]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG ROPE MANUFACTURING COMPANY, LTD., will be held at St. George's Building, Chater Road, Victoria, in the Colony of Hongkong, on MONDAY, the 10th day of April, 1916, at 11.30 o'clock in the forenoon, when the Subjoined Resolution which was passed as an Extraordinary Resolution at the Extraordinary General Meeting of the Company held on the 25th day of March, 1916, will be submitted for confirmation as a Special Resolution:—

That the Articles of Association of the Company be altered in manner following:—
(a) That after the word "Company" in the 10th line of Article 110 the following words shall be added:—
"The General Managers may also with the consent of the Consulting Committee pay such bonus or 'bonuses' as the General Managers 'shall think fit.'"

(b) That the words "Bonus or Bonuses" shall be inserted immediately after the word "Dividend" in the 18th line of Article 110.
(c) That the words "and bonuses" shall be inserted immediately after the word "Dividend" in the first line of Article 115.

Dated this 27th day of March, 1916.
SHEWAN, TOMES & Co.,
General Managers. [467]

MT. AUSTIN THEATRE, THE PEAK.

In Aid of the VETERANS' CLUB.

CHILDREN'S PLAY
"HUMPTY DUMPTY"

or
"THE GREEDY KNAVE."

UNDER the Patronage of H.E. SIR HENRY MAY, K.C.M.G., H.E. Major-General VENTRIS, Rear Admiral ANSTURTHUR, C.M.G., &c., &c.

PERFORMANCES—
THURSDAY, 13th APRIL,
MATINEE AT 5.15 P.M.
Tickets \$2 and \$1. Children Half-Price.
SATURDAY, 15th APRIL,
EVENING PERFORMANCE AT 9.15 P.M.
Tickets \$3.
Gallery Lounge Tickets \$3 (Refreshments obtainable).
Tickets at S. MOUTRIE & Co. Seats will not be reserved.
Hongkong, 3rd April, 1916. [485]

5% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916
for Rbls. 2,000,000,000.

SUBSCRIPTION to the above LOAN will be opened from 23rd March till 5th May inclusively.
The rate of issue is 95%.
The Loan is entirely free of Income Tax and of other taxations.
The Loan is redeemable at par on 1st February 1926, Russian style, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half-yearly on the 1st February and 1st August, Russian style. As interest on the above loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above-named Loan.
Special favourable rates will be quoted for Russian exchange.
Payment may also be made in Roubles.
Applications will be wired to Petrograd free of telegraphic charges and commission.
40% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.
G. TISDALL,
Manager,
RUSSO-ASIATIC BANK.
Hongkong, 30th March, 1916. [490]

NOTICE.

THE remainder of the passengers' baggage from the "CHIYO MARU" has been safely landed on Tan Kan Island. Owing to the very heavy seas this baggage cannot be brought to Hongkong, but same will be landed here as soon as weather conditions permit. Passengers who have not yet received their baggage are kindly requested to report to the Office of the **TORO KAISSA** regarding such missing baggage, furnishing the following particulars:—
Description of baggage.
Number of packages.
Cabin Number.
Forwarding Destination (if desired).

K. DOI,
Acting Agent.
Hongkong, April 5th, 1916. [515]

NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership heretofore existing between **JAMES FRANCIS WRIGHT** and **THOMAS WILD HORNBY**, carrying on Business as SEAMEN AND GENERAL BROKERS under the style or Firm of **WRIGHT & HORNBY**, has been dissolved as from the date hereof. All Contracts entered into by the said late Firm will be carried out for them by **ANDREW HUGH GILMORE JACKSON** and **PERCY TESTER**, who will continue to carry on the said Business in Partnership under the style or Firm of **WRIGHT & HORNBY**.

Dated the 31st day of March, 1916.
J. F. WRIGHT,
T. W. HORNBY,
A. H. G. JACKSON,
P. TESTER. 466

PUBLIC COMPANIES

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE 27TH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Buildings, Chater Road, Victoria, Hongkong, on MONDAY, the 10th day of April, 1916, at 11.45 A.M., for the purpose of receiving a Statement of Account and the Report of the Directors for the year ending 31st December, 1915, and declaring a Dividend.
The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 1st April, to MONDAY, the 10th April, 1916, both days inclusive.
By Order of the
BOARD OF DIRECTORS,
Hongkong, 28th March, 1916. [476]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 5th April, to MONDAY, the 10th April, 1916, both days inclusive.
SHEWAN, TOMES & Co.,
General Managers. [473]

HONGKONG TRAMWAY COMPANY, LIMITED.

LOST.

TRANSFER RECEIPT No. 1217 issued to Mr. LAU LU CHUNG for Transfers of 700 Shares in this Company into his name, having been Mislaid, Lost, or Destroyed, **NOTICE IS HEREBY GIVEN** that unless the said Receipt is produced at this Office within 30 days from the date hereof, the Certificates for the said Shares will be delivered to the said Mr. LAU LU CHUNG, and the Transfer Receipt will thereafter be held by the Company as null and void.
For the **HONGKONG TRAMWAY CO., LTD.**,
W. E. ROBERTS,
Secretary.
Hongkong, 24th March, 1916. [464]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

Certificate No. 2950 for 20 Shares, \$100 paid up, numbered 3921/3935 and 9476/9480.
Certificate No. 2960 for 20 Shares, \$100 paid up, numbered 6010/6025 and 9746/9756.
Certificate No. 2961 for 20 Shares, \$100 paid up, numbered 6381/6393.
Certificate No. 2962 for 20 Shares, \$100 paid up, numbered 6381/6400.
Certificate No. 2963 for 20 Shares, \$100 paid up, numbered 6401/6420.

standing in the Register in the name of **GEO. RICHARDSON & COMPANY, LTD.**, having been declared LOST, Notice is hereby given that unless the said Certificates are produced to the Society on or before the 3rd of July, 1916, NEW CERTIFICATES for the said Shares will be issued and the old Certificates will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
C. MONTAGUE EDE,
General Manager. [508]

HONGKONG AND CHINA GAS CO., LIMITED.

NOTICE.

THE COMPANY regrets that owing to the INCREASED COST OF MATERIALS, it is compelled to make the following Alterations in the terms of business:—

The Price of Gas for all purposes will be raised to \$2.50 per 1,000 cubic feet as from the 1st April.
Hire of Cookers, Geysers and other Cooking and Heating Apparatus will be continued, but the Cost of Labour and Materials used in fixing these goods will be charged to consumers.
The Labour and Materials used in fixing Lighting Fittings will also be charged to the customer.

GEORGE CUREY,
Local Secretary.
Hongkong, 31st March, 1916. [487]

ROYAL HONGKONG GOLF CLUB.

DEEP WATER BAY COURSE.

A MIXED FOURSOMES COMPETITION will be held on SATURDAY and SUNDAY, 8th and 9th April.
CONDITIONS:—18 holes against Bogey under handicap.
The Bogey score and table of holes at which strokes are to be taken will be fixed later.
Entrance fee \$2.00 per couple.
Competitors must arrange their own partners and opponents and, if requested, to post their names to the undersigned, or to post same on the boards at Happy Valley, Fan Ling or the Hongkong Club before the 5th April.

T. W. HILL,
Acting Hon. Secretary.
Hongkong, 22nd March, 1916. [438]

ROYAL HONGKONG GOLF CLUB.

HAPPY VALLEY.

A CUP has been kindly presented by Mr. E. V. D. PAIR for a Competition under the following Conditions:—
The best cards comprising 27 holes, viz. two cards of 18 and 9 holes or three cards of 9 holes. Medal play under Handicap during the month of April, any time during the day.
In the case of 9 hole cards half Handicaps to be allowed, fractions of a half counting as one-half.
Any number of cards may be taken out.
Entrance fee of 25 cents per card of 9 holes or 40 cents per card of 18 holes, the proceeds to go to the Blue Cross Fund.
Competitors are requested to enter their names in the book in the Club House before starting.

T. W. HILL,
Acting Hon. Secretary.
Hongkong, April 1st, 1916. [468]

INTIMATION

LIKE
WATSON'S
E
SCOTCH
WHISKY.



ALWAYS AT THE FRONT.
A. S. WATSON & CO., LTD.,
WINE & SPIRIT MERCHANTS.
HONGKONG.
TELEPHONE 616.

MARRIAGE.

LIDDELL WHITTALL—On Monday, March 27th, at H. M. Consulate General, Shanghai, before Sir Everard Fraser, K.C.M.G., and on Tuesday, March 28th at Holy Trinity Cathedral, by the Very Rev. the Dean, assisted by the Rev. C. J. Symons, M.A., **PERCY OSWALD WILLIAM**, eldest son of **CHARLES OSWALD LIDDELL**, Esq., J.P., of Shirenewton Hall, Chepstow, Mon., to **GWENDOLINE RAY**, daughter of **JAMES B. K. WHITTALL**, Esq.

HONGKONG OFFICE: 10A, DES VOUX ROAD, O. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 6th APRIL, 1916

CHINA AND ITS MINERAL WEALTH.

In his recent address to the local Institution of Engineers the retiring President (Professor O. A. MIDDLETON SMITH) drew attention to the latent mineral wealth of China and declared that it was intolerable that the vast natural resources of this great country should remain undeveloped when the world stands in such need of them. It is an old grievance, and if the Chinese cannot be persuaded to remove it in their own interests they are not likely, we fear, to be induced to do so from altruistic motives. So far, all appeals to their cupidity have proved unavailing, no matter how great their financial embarrassments, and though it is a good many years ago since Diplomatic representations were first made to them on the subject the result has been negligible. The Alcock Convention adumbrated the possibility of foreign assistance in exploiting China's minerals, and under the Mackay Treaty of 1902 the Chinese Government, "recognising that it is advantageous for the country to develop its mineral resources and that it is desirable to attract foreign as well as Chinese capital to embark in mining enterprises," agreed "within one year" to initiate and conclude the revision of the existing Mining Regulations in such a way as to bring them into harmony with those generally adopted by other nations. Though the

mining laws have been revised again and again in recent years with the avowed object of attracting foreign capital, they still impose restrictions which effectually defeat the very purpose which they are supposed to serve. Consequently, the undertaking which China entered into in 1902 still remains unfulfilled, and offers the opportunity for renewing representations directed to the end which Professor SMITH has in view. Although it was stipulated in the Treaty that the sovereign rights of China should not be injured in any way, there is no doubt that the procrastination of the Chinese Government has been due to a disinclination to allow foreigners to obtain a footing in the interior. An illustration of this was afforded by the memorial addressed to the President last year by the Governor of Yunnan on the subject of the mineral resources of that Province. After painting a lurid picture of the wealth that was lying neglected owing to the inability of the inhabitants to find the money necessary for winning it, he urged that "either a foreign loan should be contracted or the assistance of Overseas Chinese should be invited." The excuse for this attitude has been offered that the mines are usually situated in remote regions, where it would not be possible for the Government to ensure proper protection to foreigners and their property, and in this humiliating confession there is probably a good deal of truth. Local opposition has been so strong in the past that concessionaires have found it impossible to carry on work and have been obliged to allow the Government to redeem their rights. Whether more enlightened views now prevail we are likely in the near future to have an opportunity of judging, for a few weeks ago our Peking correspondents reported that the Commission which has been engaged in revising the Chinese Mining Regulations, with the assistance of Mr. G. G. LINDSEY, K.C., a technical expert and legal authority, has practically completed its labours and it is understood that it has freely drawn upon the mining laws of Great Britain and her Colonies in framing the new regulations, which are consequently much more liberal than those which they are intended to replace. For some little time, of course, the Government seem likely to be engaged in the consideration of more pressing affairs, but, when peace is restored and the financial problems raised by the present disturbances come up for solution, the great potential source of revenue offered by royalties under reasonable mining rules is not likely to be ignored if jealousy of the foreigner has now disappeared.

A mail for Europe via Siberia closes to-day at 8 a.m.

The P. & O. outward mail steamer *Karnata*, with the London mail of the 24th ult., arrived at Port Said on the 3rd inst.

The P. & O. Homeward mail steamer *Medina*, with the Hongkong mail of the 24th February, arrived in London on the 3rd inst.

There was again a crowded audience at the Theatre Royal last night, when the Bandman Opera Company repeated the performance of that charming musical play "Betty."

The Hon. Treasurer of the Alice Memorial Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:—Tang Tai Chi, \$100; Yick Loong, \$40; J. D. Humphreys & Sons, \$25; Moxon & Taylor, \$25; General Electric Co. of China, \$10; Donnelly & Whyte, \$10; Hughes & Hough, \$10; E. D. Setna & Co., \$10; Siemens China Elect. Co., \$10; Robert Dollar Co., \$10; S. Moutrie & Co., \$10; Mow Fung & Co., \$10; M. S. Sassoon, \$10; Hon. W. Chatham, C.M.G., \$10; E. Ralphs, \$10; T. A. Loughlin, \$10; N. Mody & Co., \$10; Kelly & Walsh, \$10; W. J. Pringle, \$10.

The proceeds of the Variety Entertainment, held at the Victoria Theatre on the 30th ult., under the auspices of the local branch of the Overseas Club amounted to about \$550.00, (including a donation of \$50 from H.E. the Governor). This, together with Funds already collected by some of the Members, will be sufficient to support two "Hongkong" Beds for one year. The sum of \$104 has been cabled to the Headquarters of the Overseas Club in London by Mr. J. J. Bryan, the Hon. Corresponding Secretary for Hongkong. A balance sheet will be issued to all Members who have kindly helped in collecting Funds. The Committee tender their sincere thanks to all who assisted by selling tickets.

PRESENTATION TO SURGEON-GENERAL HOSKYN.

There was an interesting meeting of the Honorary House yesterday, when a rose-bowl and an illuminated address presented to Surgeon-General Hoskyn the ladies whom he has examined during last eighteen months in Home Nursing First Aid under the auspices of the John Ambulance Association.

Mr. Ralph. Hon. Secretary to the Association, first asked Lady May to display a number of Home Nursing Certificates recently awarded, and, when this had been done, called upon her Ladyship to present the presentation to Surgeon-General Hoskyn. In the course of his remarks, Ralphs referred to the very valuable services rendered to the Association by Hoskyn, who had examined no fewer than 147 candidates, of whom 138 had been awarded certificates after an examination conducted with the thoroughness which was so typical of Dr. Hoskyn.

Lady May then made the presentation after reading the address, which was contained within handsome covers, the work of the Italian Convent.

Dr. Hoskyn expressed his thanks to Lady May and those present for the kind expressions of their goodwill, and said that when he considered the heavy labours of other members of his profession at the present time he often felt that he was not taking his due share in the great work to be done. He had accordingly been only too glad to give his assistance in furthering the work of the St. John Ambulance Association by examining the ladies, who had spent a great deal of time in studying First Aid and Home Nursing. He referred to the fact that he had now a family interest in the Colony, and so looked forward to returning on a visit after the war.

CORRESPONDENCE.
ENGINEERS—AND OTHERS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—When I said "This is a chemist's and engineer's war" I did not mean to the exclusion of all other trades and professions, but in the sense in which Prof. Smith says that Mr. Lloyd George said "This is an Engineer's war." I meant it was a chemist's and engineer's war in contrast to the small part which they took in all previous wars.

Prof. Smith mentions the term "munitions," which he assumes are the work of the engineer, but does not this term include explosives as well as guns, rifles, shells, etc., i.e., the joint work of chemists and engineers?

"Democrat" says: "I have forgotten the merchant-financier, who makes the work of chemists and engineers possible." This is all very well, but suppose there were no chemists or engineers, how would the financier fare? His money could be put to no real advantage unless the schools and universities supplied him with scientific men. This is especially the case in regard to mining. Thus in the trade war which is to follow the war we shall only go forward if we all join hands (as we all have done in the present war) for the common good. Financiers have something to learn from scientists and vice-versa. The different sciences must work together, and there must be no distrust or suspicion between them, as has been the case with chemists and engineers at any rate among Britons.—Yours faithfully,
PATRIOT.

Hongkong, April 5th, 1916.

ENTERTAINMENT AT MEN'S CLUB.

In connection with the Men's Club, another attractive entertainment was given in King George's Hall, at the Seamen's Institute last evening. The hall was, as usual, crowded, among those present being H.E. the Governor and Lady May, H.E. Major-General F. Ventriss, and Rear-Admiral and Mrs. R. H. Ansturth. The programme was well arranged, the humorous element predominating. H.E. the Governor selected several excellent Irish stories from his seemingly inexhaustible fund, introducing them with the remark that the Irish were a very pugnacious people, which "those bounders in Flanders" had long ere this discovered. The Hon. Mr. Claud Severa, in response to hearty appreciation of his musical imitations, veritably brought the house down with a striking impersonation of the great Dan Leno. Mr. W. G. Worcester and Lieut. Wahl, R.E., with comic songs, and Messrs. C. W. Bewick, Barnett and Ralphs, with recitations, earned hearty applause. Mrs. Villiers Smyth, Mr. E. J. England, and Lieut. Chapman contributed (new) songs, Lieut. and Mrs. Smyth collaborated in a pleasing duet, and Lieut. Smyth and Lieut. Chapman gave a duologue. The programme was wound up with a chorus "The Goose Step," in which Mrs. Villiers Smyth endeavoured to show the Kaiser (Lieut. Chapman), Little Willie (Lieut. Smyth), and the Chief Pirate (Lieut. Wahl) the "new" step. Mrs. Cooper-Hunt provided the accompaniments.

THE WAR.

COLOSSAL BUDGET FIGURES.

ALL NEW TAXES ADOPTED.

OSTLY GERMAN FAILURE AT VERDUN.

ZEPPELIN ATTACKS ON LONDON FRUSTRATED.

TERRIBLE FIRE IN POWDER FACTORY.

ANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

THE VERDUN STRUGGLE.

FRENCH MAINTAIN UPPER HAND.

PARIS, April 4th.

4.25 p.m.

The French are maintaining the upper hand at Verdun.

Today's communiqué reports a violent artillery duel from Avocourt to Malancourt.

The Germans in the Douaumont-Vaux sector have not attempted any further attacks, but our batteries, strengthened by counter-attacks, became particularly active against the enemy's positions here.

The enemy's reply was feeble.

Eastward of Boisle-Prêtre an enemy attack was repulsed by rifle fire.

Our batteries in Alsace bombarded enemy works.

We continued to bombard enemy works in Argonne.

Further big German efforts.

FURTHER BIG GERMAN EFFORTS.

ENEMY SWEEP BY WAVES OF FIRE.

PARIS, April 5th.

1.50 a.m.

The evening communiqué says:—Enemy positions were effectively bombarded at the Aisne and in Argonne.

An enemy attack on Haucourt, west of Meuse, failed utterly.

East of the Meuse, the bombardment was carried with the greatest violence. The Germans launched a very strong attack against the first French lines south of Douaumont.

Successive waves of attackers were swept by waves of fire and the enemy fired in disorder to Chauffeur Wood.

A French dirigible dropped 34 bombs on a double-Roman station.

BRITISH OPERATIONS.

LONDON, April 4th.

A British communiqué says:—Yesterday German machines were shot down by one of our machines behind our lines south of Ypres. The pilot and observer were killed.

To-day there has been mutual artillery activity about Souchez, Angres, St. Eloi, and Ypres. There has been some mining activity about Neuville St. Vaast, Hulluch, and the Hohenzollern Redoubt.

RUSSIAN FRONT.

(THROUGH REUTER'S AGENCY.)

FLOODS IN NORTHERN SECTOR.

PETROGRAD, April 5th.

A communiqué says:—The Germans continued to bombard the Hankul bridgehead; otherwise there is no change to report on the Northern sector, where the floods are rising.

CAUCASUS CAMPAIGN.

PETROGRAD, April 5th.

The Russians made prisoners two Turkish Companies in the Caucasus. The Russians are advancing in a south-westerly direction from Mush and Bitlis.

NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

SINKING OF THE "PORTUGAL."

RUSSIA PROTESTS TO NEUTRALS.

PETROGRAD, April 4th.

Russia has protested to all the neutral Powers against the torpedoing of the hospital ship *Portugal*. Speeches of burning indignation at the outrage have been delivered in the Duma and the Council of Empire.

A TURKISH CLAIM.

PETROGRAD, April 4th.

A Turkish communiqué claims that a Turkish submarine sank a Russian transport of 12,000 tons, with soldiers and war material on board, north-east of Batumi. The ship was evidently the hospital ship *Portugal*.

AUSTRIA AND THE "TUBANTIA."

LONDON, April 4th.

The Austrian Minister has assured the Dutch Government that there was no Austrian submarine in the neighbourhood when the *Tubantia* was sunk.

SHORTAGE OF TONNAGE.

DUE TO NAVAL AND MILITARY REQUIREMENTS.

LONDON, April 4th.

Admiral Sir Cyprian Bridge emphasises that the shortage of tonnage is not due to submarines, but owing to naval and military requirements. He says that during the war only four per cent. of Allied shipping has been destroyed, and that the loss has been more than made up.

ITALIAN FRONT.

(THROUGH REUTER'S AGENCY.)

SMALL AUSTRIAN ATTACKS FAIL.

ROME, April 4th.

A communiqué says:—There have been intense artillery duels between Lagarina and Sugana valleys, and to the north-west of Gorizia. Small Austrian attacks at Monte Cristallo and Montenegro were repulsed.

A number of attempted air raids were also repulsed. An Italian aeroplane bombarded Gorizia, causing a fire.

GENERAL.

(THROUGH REUTER'S AGENCY.)

ANOTHER ZEPPELIN RAID.

LONDON, April 4th.

The War Office announces that a Zeppelin is reported to have crossed the East Anglian coast at two o'clock in the morning. Several explosions were heard, but up to the present no fragments of bombs have been discovered, neither the casualties, nor damage.

LONDON ANTI-AIRCRAFT DEFENCES.

UNDER-SECRETARY'S REVELATION.

LONDON, April 4th.

Mr. H. J. Tennant (Under-Secretary for War) stated that it is impossible to be certain who were responsible for the falling of the *Z15*. Several hints are believed to have been made by different batteries.

The new London defences were most successful. More than one attack had been driven off in the Metropolis without the inhabitants being aware of it. (Cheers.)

(THROUGH REUTER'S AGENCY.)

COLOSSAL FIGURES.

BRITISH BUDGET STATEMENT.

LONDON, April 4th.

The House of Commons was filled for the Budget statement. Mr. McKenna (Chancellor of the Exchequer) began by assuming that the war would last for the whole of the financial year, during which time the actual expenditure would be £1,559,000,000. The total financial assistance given to Allies and to the Dominions would be £316,000,000. The actual revenue would be £337,000,000. There was thus a deficit of £1,222,000,000, which had been made up by the £600,000,000 War Loan, £154,000,000 from the sale of bonds, £50,000,000 as the result of the Anglo-French loan, and the balance by the sale of Treasury Bills.

Expenditure must inevitably increase. He estimated that the total expenditure for the year would be £1,825,000,000, of which £1,150,000,000 would be directly for the war, and the advances to the Allies and the Dominions would absorb £450,000,000. He hoped for serious economies in military administration. Mr. McKenna also expressed his loyal gratitude for His Majesty's Kingly gift. The Government were awaiting the return of Mr. Asquith to decide as to the disposal of the gift.

He estimated the coming year's revenue at £502,000,000. The deficit would be met by borrowing. He proposed to raise the lowest rate of income-tax to 2s. 3d. in the £1 rising on unearned incomes of £2,500 to 5s. Unearned incomes would reach the maximum of 5s. at £2,000, but the flat rate on unearned income deductible at the source would be 5s.

The income-tax on naval and military salaries would be unchanged. These increases would produce £43,500,000. An amusement tax, including theatres, cinemas, horse-racing and football, would produce £5,000,000. There would also be a tax on railway tickets producing £3,000,000, an additional half-penny on a pound of sugar, producing £7,000,000, and the duties on cocoa, coffee and chicory would be increased to six-pence, producing £2,000,000.

There will be a tax on matches of 4d. per thousand, yielding £2,000,000; a tax on mineral waters of from 4d. to 8d. a gallon, yielding £2,000,000. Licences on motor-cars are to be doubled or trebled, according to horse-power, yielding £800,000.

The Excess War Profits Tax is to be increased to 60 per cent.

The taxes on tea and tobacco for the present would not be changed. A second Budget would be necessary in July, when the question of further taxation of these commodities might arise.

Mr. McKenna concluded that we were making ample provision for the war. When peace came we would have an ample margin for remission of taxation. We were raising upwards of £300,000,000 yearly by post-bellum taxation. We could justly claim that we were not found wanting in civil and military courage.

Mr. McKenna said the assistance to the Dominions amounted to £292,000,000. There had been a saving owing to the public spirit of Canada, which had raised loans in her own territory and in the United States. He emphasised the expansive power of British trade as shown by the revenue returns. We had a pre-war debt of £651,000,000, and on the 31st March the total was £2,140,000,000, but £388,000,000 would be returned by our Allies. We had also to look to an increased yield from new taxation. We never borrowed in advance without provision for interest and a liberal Sinking Fund.

Expenditure had amounted to £5,000,000 daily.

The question of the double income-tax would be dealt with when the proposed reconsideration of the income-tax laws took place.

He pointed out that rich men paying a super-tax would pay in taxation no less than 77 per cent. out of their excess profits. He anticipated a reduction in revenue from beer of £3,000,000 and from spirits of £2,000,000.

(THROUGH REUTER'S AGENCY.)

RECEPTION OF BUDGET.

The Budget was well received, and undoubtedly will be easily passed.

Labourites assured the Government that the working classes are determined to bear their burden in securing victory.

The *Times*, while doubting the wisdom of the tax on railway tickets, justified the income-tax increase. The journal is of opinion that the net result of the new proposals for financing another year of war can only be regarded with justifiable pride by all having the maintenance of British credit at heart.

The *Daily News* says:—The war has discovered a financial strength beyond our most extravagant dreams. Mr. McKenna has faced the problem with boldness and prudence.

The *Daily Chronicle*:—It is a bold War Budget, and is entirely business-like.

The *Daily Mail*:—Mr. McKenna's measures are heroic, but the public will respond cheerfully.

At the new taxes have been adopted by the House of Commons.

AUSTRIA'S METAL INDUSTRY.

PREVENTING GERMAN TRADE.

MELBOURNE, April 5th.

Mr. Mahon, the acting Federal Attorney-General, states that the combination of the Broken Hill Mines and the Associated Smelters, for the smelting, refining and realisation of all their concentrates for half a century, has a capital of one million sterling, and all dividends over ten per cent. will be allocated to the Reserve Fund of the various producing companies if the Burma Corporation would join the combination. He added that Mr. Hughes, in the forthcoming negotiations on the Australian metal industry, will be able to speak for a combination of companies which is probably producing 85 per cent. of the zinc of the Empire. There is now every prospect of the metal industry being placed on such a footing that it will be free from any possibility of coming under German control in the future, as the problem of the output of the Broken Hill Mines is now settled for all time.

MR. ASQUITH IN ITALY.

ENTHUSIASTIC RECEPTIONS.

ROME, April 4th.

Mr. Asquith landed yesterday with the King, who afterwards conducted the Premier to various points of the front. The tour was continued in the morning, still under the guidance of the King. Mr. Asquith was everywhere given enthusiastic receptions. He left in the afternoon, General Cadorna and Porro accompanying him to the station.

BRITISH MUNITION FACTORY DISASTER.

TWO HUNDRED CASUALTIES.

LONDON, April 4th.

The Ministry of Munitions reports that a serious accidental fire broke out during the week-end in a powder factory in Kent, leading to a series of explosions. The casualties are approximately two hundred.

The fire was discovered at mid-day, and the last explosion occurred shortly after two o'clock.

EXTRAORDINARY MEETING OF DUTCH CABINET.

THE HAGUE, April 4th.

There was another extraordinary meeting of the Cabinet Council this afternoon.

H.R.H. THE PRINCE OF WALES.

LONDON, April 4th.

H.R.H. the Prince of Wales has been gazetted a Captain in the Grenadier Guards, and Staff-Captain on Headquarters.

(THROUGH REUTER'S AGENCY.)

FAMOUS RUSSIAN GENERAL RETIRES.

PETROGRAD, April 4th.

General Ivanoff, commanding the southwestern Army, has retired. He is succeeded by General Brussiloff.

BRITISH ADVANCE ON BAGDAD.

LONDON, April 4th.

In the House of Commons Mr. Chamberlain said that General Sir John Nixon advised the advance on Bagdad.

IMPORTATION OF COTTON YARN.

LONDON, April 4th.

In the House of Commons Mr. Runciman said that licences for the importation of cotton yarn are generally given in respect only of goods en route or paid for before the 25th March.

WOMEN'S WAR WORK.

LONDON, April 4th.

In the House of Commons Dr. Addison stated that there were 195,000 women in the munition factories.

FRENCH DOCTOR'S DISCOVERY.

PARIS, April 4th.

A serum against eruptive typhus has been discovered by Dr. Nicole, Director of the Pasteur Institute at Tunis. Nineteen cases have been successfully treated.

MISCELLANEOUS.

LONDON, April 4th.

In the House of Commons Sir Edward Grey said that the sincerest sympathy of the Government had been conveyed to Zilles Sultan on the death of Prince Bahram, who was one of the victims of the *Suez* outrage.

The introduction of the rupee in Egypt is merely temporary.

INDIA'S NEW VICEROY.

ARRIVAL AT BOMBAY.

BOMBAY, April 5th.

Lord Chalmersford, the new Viceroy, has arrived. He was welcomed with rousing acclamations by the multitudes.

There was a most brilliant gathering. Native Princes, the Governor of Bombay, and the Naval and Military forces went in procession, with great ceremonial, accompanied by British and Indian cavalry, to Government House, where Lord Hardinge received the new Viceroy.

ANTARCTIC TERRORS.

EXPERIENCES OF THE "AURORA."

LONDON, April 4th.

Mr. Stenhouse, Chief Engineer of the *Aurora* in a further message to the *Daily Chronicle* says the vessel was carried about in drift ice and was in a most precarious position till July 22nd, 1915, when the terrific pressure raised the ship on to the ice. On the previous day, heavy flows enclosed the ship, and the steel-bound 8-ton rudder was bent and twisted like a cork-screw, and was rendered useless.

There is a dramatic passage in Mr. Stenhouse's diary dated midnight, July 22nd, chronicling the final safety of the ship. It says:—"Lanes opened in every direction, and the ship is 90 miles south-east of Coulman Island. Thank God we have been spared through a fearful nightmare."

The first thing the *Aurora's* crew asked for on their arrival at Dunedin was an English breakfast of porridge, bacon and eggs, to which they had looked forward after a month on a seal and penguin diet.

LUCKY TO REACH PORT.

WELLINGTON, (N.Z.), April 4th.

The opinion is expressed that the *Aurora* was fortunate to reach port as latterly she had been making seven feet of water daily.

OBITUARY.

LONDON, April 4th.

The death has occurred of Mr. J. N. Campbell, formerly a member of the Legislative Council of Ceylon.

The death is also announced of Sir John Gorst.

SEQUEL TO WEST RIVER COLLISION.

CLAIM OF \$100,000 AGAINST STANDARD OIL COMPANY.

An important Admiralty action opened at the Supreme Court yesterday before the Chief Justice, and Commander Bockwith, R.N., sitting as nautical assessor; when the *Shui Hing* Steamship Company sued the Standard Oil Company, claiming \$100,000 damages as the result of a collision in the West River, on the night of January 16th, 1915, between the *Shui On*, belonging to the plaintiff Company, and the Standard Oil lighter *Ruth*, which was aground at the time. The Standard Oil Company have entered a counter-claim for damages to be assessed.

Mr. E. H. Sharp, K.C., (instructed by Mr. C. A. H. Russ, from Mr. Gardiner's office) appears for the plaintiffs, and Mr. Eldon Potter and Mr. E. C. Jenkin (instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist) are defending.

Mr. Sharp addressed the Court on the facts set out in the statement of claim. This states, *inter alia*, that the *Shui On*, when coming down the West River, at the entrance to Wongmoon Creek, and between six and seven cables from the Swallow light, at about 2.15 a.m., collided with the oil lighter *Ruth*. They allege that the lighter could not be seen before the collision as no lights were exhibited. The *Shui On* at the time was being carefully navigated on the east channel of the fairway course, and was keeping a good look-out, but no special measures were taken to avoid the collision as the *Ruth* could not be seen. The port of the *Shui On* struck the port side forward of the *Ruth*. The plaintiffs state, also, that they did not know whether the *Ruth* was aground, or at anchor, or adrift at the time of collision, but she was lying water-logged in the course of vessels passing between Wongmoon Creek and the Canton River, and was not exhibiting the lights required by the regulations for preventing collisions at sea, or any other light; neither did the *Ruth* make any signal, nor was her position marked or indicated in any way. A proper look-out was not kept on the *Ruth*, and none of the precautions required by the ordinary practice of the road to avoid collisions were taken by the *Ruth*. Also, the *Ruth* neglected to observe Articles 1, 4, 11, and 29 of the regulations for preventing collisions at sea.

Capt. T. Arthur, of Messrs. Goddard and Douglas, marine surveyors, was the first witness called. He said that he visited the scene of the collision three days after it took place, with the object of making a survey report. The lighter was lying across the channel, and the steamer was heading in the direction of Hongkong, and had overrun the lighter for about 60 feet; she was projecting over the lighter to this extent. He took soundings round the steamer. At stern and bow the water was 14 and 15 feet deep respectively, the lowest depth on the starboard side was 9 feet 6 in., and the lowest on the port side was 12 feet. When he took soundings 600 feet away from the steamer he found deeper water than this on both sides. The *Shui On* was lying very little to the starboard side of the deep water channel; and she was a total loss. The stem was broken, as a result of the impact with the lighter, 3ft. 10in. below the water.

Cross-examined by Mr. Potter, Capt. Arthur said that he had had no experience, as a navigator, of the West River.

Then when you use the word "channel" you mean that little patch of water in which the ship was? You do not profess to know if it was the proper channel to be followed by West River boats or not?—I know it is the usual track for boats on the West River.

But you say you have no experience of the West River.—Looking at the chart as a navigator, that is the channel I should take.

Questioned with regard to the depth of water, Capt. Arthur said that the wreck of the *Ruth* was lying in 2½ fathoms of water at low tide; she was covered.

Then the *Ruth* sank in 2½ fathoms of water?—She was pressed down into 2½ fathoms of water by the *Shui On*; the stern pressed down and the bow pressed up.

Shown photographs of the *Ruth* standing two feet out of the water, Capt. Arthur said that sitting would be responsible for this. Sitting would push both vessels up.

Pressed with regard to this, Capt. Arthur said he could not explain the photograph showing the *Ruth*, with the *Shui On* on top of her, uncovered at low tide twenty-four hours after the accident. It must have been a very low tide.

Mr. Potter.—And Mr. Jenkin says that according to your figures there was sitting at this particular spot at the rate of 21 feet a week; rather extraordinary, don't you think? Do you say the *Ruth* was floating at the time of the collision?—It is quite possible that she was just "alive," or just touching.

Then if people come here and swear she was aground will you be prepared to swear she was not?—I cannot say.

The hearing was adjourned until to-day.

first time, the advantage of the trenches Argentine way—in and might say, shooting and being shot, and a lot of little things at stake. Plenty of excitement and wealth to be stuck there. Well, I'm glad to get it in business, and I think I can fix it to be a business that'll make out all right for a living."

"But what about the bonus they're giving to time-expired men who re-enlisted as a bystander."

The soldier spoke with decision. "I've taken I've done my share," he repeated. "There's only one thing," he added, and a diminutive look came into his eye. "I've started movin' again—by gum, I would chuck it for a thousand bonuses. I'd take for ten thousand bonuses I would give my chance of being in as the finest."

PRINCE ARTHUR OF CONNAUGHT.

People sometimes ask—What has become of Prince Arthur of Connaught? Being a Prince of Wales, came of age he was a King's special representative in many of the quarters of the globe, including the Coronation celebrations in Tokio. At home he has since public duties with tact and honour, but since the war began he has hardly been heard of. The fact is he is "done in" and, like many another case, his master he is the less the public knows what he is doing.

He is now A.D.C. at the British Military Headquarters on the personal staff of Sir Douglas Haig. Really he is the leading authority between the British and French Staffs in military knowledge, his fluency in French, and his charm of manner—which, especially, have made him very popular with our French Allies. He has been a personal friend of General Joffre, and has several times gone to Paris for the purpose of meeting the French Ministers.

SIR EDWARD CARSON'S INDIFFERENCE.

Sir Edward Carson, the forceful Ulster leader, is out of the limelight just now, the reason is kept very quiet, so far as the public are concerned, but the fact is that he has been ordered to do a "doctor's water cure with an after-cure." His letters are being forwarded, and none of his Parliamentary associates has been given his address, so as to ensure absolute usefulness. With Sir Edward away from the efforts to coerce the Cabinet, in that direction, lack cohesion. He has withdrawn the loose Parliamentary threads to his own hands and with that masterfulness that has characterised him, as a public and a legal career, he was in the way of making a larger and more successful one, but then people survive when his breakdown came.

MR. P. F. WARNER'S ILLNESS.

Few men have performed more signal and more unobtrusive service in the war, especially in the delicate and important position of selecting candidates for commissions, than the famous cricketer, Mr. P. F. Warner. Therefore, it is all the more regrettable that he should be seriously threatened with a return of the dangerous ailment that laid him low in Australia when he was there as captain of our English team. His recovery then was ascribed to the untiring nursing of a mercenary and capable wife, who is a niece of Sir James Bligh. His subsequent recovery for Middlesex and his unparelleled energy in war proved he had taken a new lease of life, but he has unduly exerted himself, and is now confined to bed in his flat in Ashley Gardens. Very near the cause of his trouble is the very real depression that its recurrence has caused in his own temperament.

INTERNATIONAL COURTESIES.

The Parliamentary representatives who have just been in Paris have been not only entertained, and the Frenchmen selected for their leadership of the reception committee spoke English fluently. The welcome chief was M. Clemenceau, perhaps the best-known Frenchman over here. Though twenty-two years of age, he has been and is a champion in champagne. He delights in entertaining Englishmen at his house in the suburb of Paris. The vice-chairman, Mr. Franklin Bouillon, took his degree at Cambridge University. He is forcible, combative, and truly Gallic in his enthusiasm and wealth of emotional expressions. He is a neck in politics and is a close friend of Lord Murray of Elphinstown, who, by the way, has knocked himself up in organisational work.

On the British side Lord Bryce was formerly international chief, Sir Ivor Heald has long been an officer of the Legion d'honneur, a warrior of tried ability and a "boulvardier"; while Mr. T. J. Connoy contributed some of those graceful Celtic speeches that appeal so strongly to our Gallic neighbours. The entire cannot fail to be cemented by these exchanges.

FOREFORTHCOMING EVENTS.

TO-DAY

4.45 p.m.—Tennis Tournament on Central Stand Court.

TO-NIGHT

8.15 p.m.—Baudman Opera & Comedy Co. at the Theatre Royal—"The Man who Stayed at Home."

TO-MORROW

8.15 p.m.—Baudman Opera & Comedy Co. at the Theatre Royal—"The Man who Stayed at Home."

Tuesday, 8th April—
Golf.—Mixed Foursomes Competition at Deerpark Water Bay.

Friday, 9th April—
Golf.—Mixed Foursomes Competition at Deerpark Water Bay.

Saturday, 10th April—
11.30 a.m.—Hongkong Rope Manufacturing Co., Ltd., Extraordinary General Meeting.

11.45 a.m.—Green Island Cement Co., Ltd. Meeting of Shareholders.

Sunday, 11th April—
8.15 p.m.—Children's Theatrical Performance at Mt. Austin Theatre.

Sunday, 16th April—
8.15 p.m.—Children's Theatrical Performance at Mt. Austin Theatre.

GOLOFINA CIGARS.